

YACHTING.

Prospects for the Coming Centennial Season.

SOME LIVELY RACING ANTICIPATED.

Proposed Corinthian Contests

Open to All.

NEW YACHTS, ALTERATIONS AND REPAIRS.

The yachting season of 1876 promises to be not only particularly early, but at the same time lively. Already many of the best known yachts are making active preparations to go into commission, while new ones are being built; others, too, are on the ways undergoing repairs and alterations. Some few are at their summer stations ready for either pleasure or business. The number of new yachts to come out this year is somewhat smaller than last season, but to make up for this there is a more lively spirit exhibited among owners than has been noticed for years past. The fact that this is the centennial year may perhaps have something to do with this, but at the same time it must be to some extent conceded that yachting is unquestionably growing into more popular favor year after year. This is clearly demonstrated by the increase in the fleets belonging to the different yacht clubs, as well as by the number of smaller open and cabin sloops that are to be seen on the Bay belonging to independent owners. That is the best yachting ground either the New York, Brooklyn, Atlantic or Seawanhauk Yacht Club colors will be out this year and take part in the various regattas to occur during the summer and fall, is now well assured. The announcement of the programme for a series of races, spreading over three days, for prizes offered by the Centennial Commissioners, has perhaps been somewhat of a stimulant, and inasmuch as these contests embrace yachts of every size and shape, from the little eighteen foot open cut boat to the stately schooner of hundreds of tons measurement, every class of yachtsmen will feel an interest in contributing to its success.

CENTENNIAL REGATTA.

The following is the programme for the three days:—
First Day—Thursday, June 22.—A regatta over the New York Yacht Club course, open to all yachts, as above, of fifteen tons and upwards.
Second Day—Friday, June 23.—A regatta in New York Bay, open to all yachts, as above, of fifteen tons and upwards, over a triangular course extending twenty-five miles.
Third Day—Monday, June 27.—A regatta from New York to Cape May, and return, open to all yachts, as above, of fifteen tons and upwards.

In the first and second regattas yachts will be divided into classes, in time allowance based upon the mean length and tonnage. In the third, the yachts will be divided into open cut boats and one ton sloops, without allowance of time.

A certificate of measurement will accompany every entry. The owner's measurement will be considered sufficient, unless protest is made. In each case the committee reserve the right to remeasure.

The medal and diploma of the International Exhibition of 1876 will be awarded by the United States Centennial Commission to the winner in each class in the above regattas. Additional prizes in silver will be awarded by the local committee. All entries must be made to the committee on or before Thursday, June 15. All communications must be directed to the Secretary of the Committee, 5 Madison Place, New York City.

NEW YACHTS.

There will, of course, be a great deal of new yachting, and from the already expressed intentions on the part of the owners of yachts, these will bring out unusually large fleets. The New York Yacht Club holds its opening regatta on the 24th of June. This will be watched with the keenest interest by all yachtsmen, for the reason that a test will then be afforded as to the merits of the yachts that have been extensively altered with a view to improving their speed and sailing qualities as compared with those which are acknowledged to be as perfect in these respects as human ingenuity can make them. For instance, the Mohawk, Dreadnaught, Juler, Palmer, Resolute, Wanderer, Tidal Wave, Madeleine, Ramier and others of that class are expected to try conclusions, and it is scarcely possible to predict which has the best chance of proving the victor, although it is nearly safe to say that the Ramier, since she has been altered to her present ugly shape, can hope only to be the rear guard. Then, again, there will be the Peerless, Foam, Clio, Estelle, Eva, Comet, Meta and others, who will come together in the second class. The race for sloops will also be of interest, for alterations and improvements have been made in many of those which were unable to cope with their faster sisters.

THE QUEEN'S CUP.

Great interest, too, will attach to the race for the celebrated "Queen's Cup," for the possession of which a challenge has been issued by Vice Commodore C. Gifford, of the Royal Canadian Boat Club, and accepted by the New York Yacht Club, which has agreed to forego the usual "open" race.

COMMODORE GIFFORD'S VOICE.

Commodore Gifford proposes to sail his new schooner, the Countess of Dufferin, but what yacht will be the selected champion of the New York Yacht Club has yet to be determined. In fact, the question is being agitated in the club whether that body has the right to select any one yacht for the race or whether they must not allow it to be an open race for all the yachts belonging to the fleet to join in if they are so disposed. From the explanation given by Mr. Schuyler, the only survivor of the donors of the cup, however, it is certainly to be inferred that the club has the power as well as the right to select one representative. In the letter of acceptance of the challenge to sail for the cup the club gave the choice of either sailing a series of three races in three waters during the summer or at Newport during the autumn season, but did not say any more than that they would select to sail against the Countess of Dufferin. It is to be hoped, however, that in a spirit of true sportsmanship as well as fair play, and to prevent any adverse criticism and remark on the part of other yachting men, whether American or foreign, the New York Yacht Club will elect a champion before the time for the race, and not insist on the same conditions that were observed in the races with Mr. Ashbury in the Livonia—viz., to choose a boat on the morning of the race, as was then done, according to the wind and weather was fair or stormy.

THE BROOKLYN AND ATLANTIC CLUBS HAVE YET TO FIX THE DATE OF THEIR ANNUAL REGATTA.

The Brooklyn and Atlantic clubs have yet to fix the date of their annual regatta, for the Seawanhauk club have theirs, as usual, on the 4th of July. Minor clubs, such as the New Jersey, Manhattan, Harlem, Columbia, Long Island, New Rochelle and Bayonne, have also yet to arrange their regattas, but they one and all hold out good promise of sport.

THE CHRISTIAN RACES.

There is considerable talk going on as to making an arrangement for a series of Corinthian races for annual prizes, to be sailed for by yachts of all classes attached to the different recognized clubs during the season. Some propose that these contests should take place every Saturday afternoon, others favor fortnightly races of this description. If such a proposition should be carried out there undoubtedly would be a great impetus given to yachting, and at the same time it would afford many of the younger members of the clubs who are now owners an opportunity to learn practical seamanship, while they would experience the excitement peculiar to yacht racing when any participation is had in the actual operation and handling a racing craft. It would also tend to show many of our amateur yachtsmen the necessity of allowing sailing masters, when a race is in progress for the more important prizes, to exercise their more experienced judgment unobscured, instead of suggesting all kinds of impractical manoeuvres, which, if carried out, could only bring about ruin and complete defeat.

AMONG THE MATCHES OF THE SEASON TALKED OF, WHICH, IT IS SAID, ARE TO BE ARRANGED, ARE THOSE BETWEEN THE TIDAL WAVE AND MADELEINE, THE COMET AND ESTELLE, THE DREADNAUGHT AND MOHAWK, THE RESOLUTE AND DREADNAUGHT, THE VISION AND VINDEX AND THE DREADNAUGHT AND RAMIER. IT IS ALSO SUGGESTED THAT A PRIVATE CONTEST, LIKELY TO OCCUR BETWEEN THE PEERLESS AND COMET, COMMODORE MAXWELL BEING ANXIOUS TO TRY CONCLUSIONS WITH CAPTAIN LANGOY.

NO INFANT YACHTS, WITH THE EXCEPTION OF THE SCHOONER HELEN, MR. A. H. BROWN, 325 TONS, AND THE COUNTESS OF DUFFERIN, ALREADY REFERRED TO, ARE EXPECTED IN THESE PLACING CRAFT. IT WOULD ALSO TEND TO SHOW MANY OF OUR AMATEUR YACHTSMEN THE NECESSITY OF ALLOWING SAILING MASTERS, WHEN A RACE IS IN PROGRESS FOR THE MORE IMPORTANT PRIZES, TO EXERCISE THEIR MORE EXPERIENCED JUDGMENT UNOBSCURED, INSTEAD OF SUGGESTING ALL KINDS OF IMPRACTICAL MANOEUVRES, WHICH, IF CARRIED OUT, COULD ONLY BRING ABOUT RUIN AND COMPLETE DEFEAT.

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